

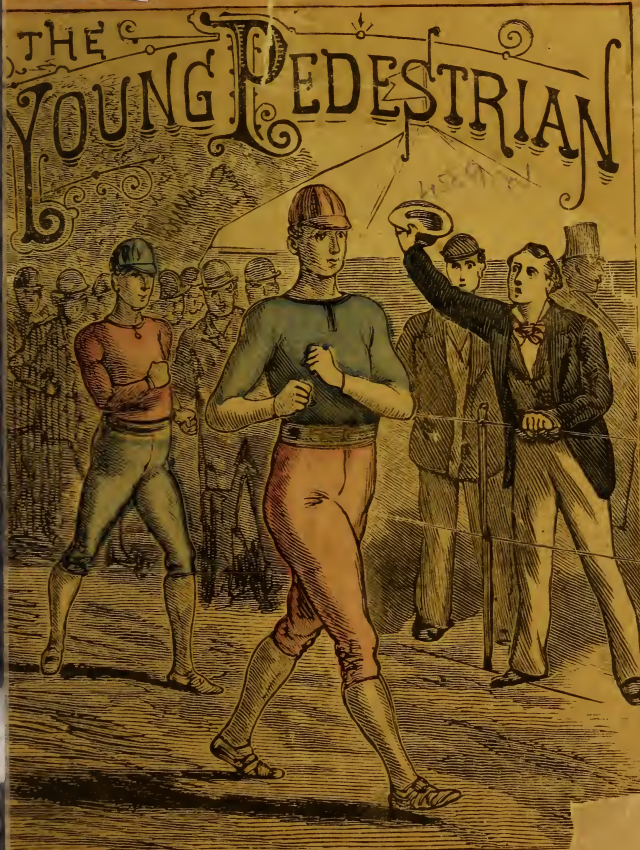
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THE  
YOUNG  
PEDESTRIAN

CONTAINING CLEAR INSTRUCTIONS HOW TO  
TRAIN AND PREPARE FOR LONG WALKS,  
COUPLED TO WHICH IS A RECORD  
OF ALL THE GREAT PEDES-  
TRIAN CONTESTS UP  
TO DATE.

1882.

PUBLISHERS.  
CHAMPION PUBLISHING CO.,  
NEW YORK.



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# THE YOUNG PEDESTRIAN.

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## INTRODUCTION.

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IN introducing the subject of pedestrianism, we propose to incite the boys to adopt not only an amusing but a health-giving exercise. Nothing has so tended to deteriorate the physical development of the present generation as the abounding facilities in every city for reaching any given point by public conveyance.

In the days when horse-cars were unknown and omnibuses were used only upon the principal thoroughfares, a walk from Harlem to the City Hall was thought little of.

On Sundays and holidays the young men, and maidens as well, spent their leisure hours in exploring the surrounding country, and returned with a renewal of health and vitality, and appetites beyond description.

In those days it was unnecessary to pad the coats to give an apparent muscularity, and a cane-carrying, cigarette-smoking, narrow-chested and spindle-shanked young man was a *rara avis*.

Our province in this volume is to make men of

our boys, and if they follow the instructions contained in this volume, and endeavor to emulate the performances recorded in it, they will be likely to become such, physically, at least.



## DESCRIPTION OF PEDESTRIANISM.

### BY PEDESTRIANISM

we understand, in racing *parlance*, the contest between two or more men, or between a man and time, in walking or running, or between two or more men in jumping.

### IN QUICK WALKING,

which is the only kind useful in racing, the body should be kept upright, with the shoulders well



back, and the arms across the chest, swinging with the loins at each stride. The outside of the back of the heel should be the first part of the foot to touch the ground, and should be well dug into the earth, the body being brought forward over the heel, almost before the toe touches the ground. The ball of the foot and the toe should hardly remain on the ground for a perceptible space of time, but the progression should consist as much as possible of a series of quick, firm steps from heel to heel. Dwelling long on the foot, and especially on the ball or toe of it, develops a tendency to bend the knee, by putting an immense strain on the toe, which is unable to bear it. The right arm should go well over the left shoulder, in unison with the right leg, and the left arm similarly over the right shoulder.

One foot should always be on the ground in fair walking, which thus consists of a succession of *steps*, not of *leaps*. "Lifting"—the usual term for unfair walking—is accomplished by bending the knee too much, or by leaning too much forward with the body; as in either case the steps become shorter, and gradually lapse into a trot.

#### THE CONDITIONS

of walking-matches are, that they shall be fair "toe-and-heel;" and a referee is appointed to see that this rule is not infringed. One or more cautions are generally given by this official (according

to the conditions of the match), before a competitor is disqualified, in which case he entirely loses his chance. In professional matches, articles are drawn up stating the method of starting, the distance of ground to be walked over, and number of cautions to be given.

#### RUNNING

may be divided into three heads—viz.: “Sprinting,” which includes all distances from 100 to 400 yards; “Quarter and Half-Mile Running;” and “Long-Distance Running”—*i.e.*, one mile and upwards. In running matches the only conditions necessary are those naming the ground, distance, method of starting, and referee, whose duty it is to see that no jostling takes place, and who generally acts as judge.

#### TIMING MEN.

This is a most difficult operation, especially in sprint races, and can only be done accurately with a good stop-watch, which should be started *directly* the competitors’ bodies bend, and stopped instantly the first man’s chest breasts the tape.

#### HURDLE RACING

is a sport which has become very prevalent among amateurs during the last few years. The distance in vogue is 120 yards, with 10 flights of hurdles 3ft. 6in. high, and 10 yards apart, which leaves a start and finish of 15 yards at each end. By far



The quickest way of surmounting the hurdles is to take them in stride or "buck" them. "Toppling" them will nearly always insure a mishap, and any attempt to jump them puts the competitor out of his stride. "Bucking," however, requires long and constant practice.

#### LEAPING

is effected by a sudden contraction of the legs, followed by a still more sudden and jerking extension of all the joints, by which the body is projected into the air clear of the ground. It may be either from a standing position, or with a run, and both may be over a height or across a width. In all leaps, beside those of the lower limbs, the whole of the muscles of the body are violently in action, and especially those of the abdomen and back.

#### IN THE STANDING LEAP OVER A HEIGHT

When the legs are brought close together, the knees are considerably bent, the hips are thrown back and the shoulders forward, with the head well up. The arms are slightly and slowly swung backwards and forwards, the body sinks till the calves touch the back of the thighs, and then by a rapid extension of all parts in unison with the swing of the arms, the body is projected over the height to be cleared, and descends upon the toes and the ball of the foot, with the legs bent, in order to form a spring to break the fall.

## THE STANDING-LEAP OVER A WIDTH

is effected in the same way, but with less contraction of the limbs, and more swinging in the arms.

## THE RUNNING-LEAP OVER A HIGHT

requires a start of about from nine to twelve paces. The take-off should be at the distance of half the hight of the object to be cleared, and the legs should be well drawn up in front of the belly during the spring.

## THE RUNNING-LEAP OVER A WIDTH

will be better managed with a run of about twenty paces, and the steps should be very quick and short, increasing in these points up to the moment of springing, which is from the very edge of the space to be cleared. The jumper comes down either upon his heels, in a very wide leap, or upon his toes in one where his whole powers are not exerted.

## HOP, STEP AND JUMP

is a very common kind of contest in leaping, and is conducted as follows: A line is drawn at scratch from which the competitors take a flying start, and the one who can cover the most ground by one long hop, one long step, and a similar jump, is the winner.

## VAULTING

is rather a gymnastic exercise than pedestrianism, as the *feet* are not used in it.

## TRAINING.

## THE TREATMENT OF INDOLENT FREE LIVERS.

IN this case a very strong control is required, and unfortunately it is in such persons generally absent. Few young men indulge themselves in this way unless they are of a weak and yielding nature, easily led away by importunity, and unable to resist temptation. Many men of strong mental and bodily power have been led into a course of dissipation; in fact, they have not been led, but in the impetuosity of their temperaments have rushed into it. These natures have only to resolve and the thing is done; they decide upon doing or letting alone, and "*c'est un fait accompli.*" But far different is it with the man of perhaps herculean body, but weak and vacillating mind. He, alas! resolves and breaks his resolution forty times a day, and is at once an object of pity and contempt. Such a man may be restrained by a master mind, but rarely has the power to control himself. The sight of a public-house is too much for him, and he cannot resist the temptation it presents. But though, if taken in hand by another, he may be made use of for a time, he is rarely worth the trouble he gives, as the slightest want of vigilance leads to an outbreak which upsets all the good effects of the previous careful supervision. The great difficulty here is to find amusement for the body and mind—the habits of intemperance and idleness have led to a dislike of all exercise, or

rather, perhaps, in many cases the natural indolence of body and mind has led to habits of intemperance. If, however, it is desired to effect the change by means of this supervision, it must be a gradual as in the former case with regard to diet and much more gradual and careful with reference to the kind and amount of exercise. It sometime happens that a good-natured and easy-tempered man has given himself up to excesses and idleness and yet being a good athlete, his services are demanded for his college or club contest. Here some trouble may be spent in restoring him; but such a case is the only one in which it will be repaid, and even then it is a hazardous experiment. The only plan is to hand the poor fellow over to some one person, who is likely to exercise a firm, yet quiet control over him; and to inculcate upon this person the necessity of carefully watching his *protégé* at all hours of the day and night. He should walk, ride, etc., with him; beginning by short distances, and gradually increasing them. Let him by all means take to any kind of out-door sport which is most likely to occupy his attention, and at the same time to keep his body gently exercised without exhaustion; then get him home, and after a moderate dinner, and a game at billiards, chess, or cards, for an hour or two, if possible let him be persuaded to go to bed. Here it is not desirable that the hours of bed should be shortened; let him lie till nine or ten in the morning, because he will from his previous habits re-

quire longer rest than the average time, and because there is already great difficulty in occupying the hours of the day, so as to keep him out of emptation. In this manner these two classes of men may be restored to health, or at least to such a state as will fit them to undertake the severe work and strict dieting which training for any match will require.

#### TRAINING FOR WALKING.

Whether the object is to compete in running or walking, an easy walk before breakfast for half-an-hour will just empty the small intestines of their last meal, and prepare the stomach for the breakfast; more than half-an-hour, however, I am confident, is too long to wait, especially if, as always ought to be the case, the supper has been a mere apology for that meal. For an hour after breakfast, that is, till near eleven o'clock, the pedestrian should amuse himself as he likes best, with billiards or any other game; but at eleven he should be ready dressed in his walking costume. The best dress consists of a pair of drawers, made of colored merino or silk, reaching to the knee cap only, and secured around the waist by a slight elastic band over the hip bones. For upper clothing a thin jersey is worn. The shoes should be large enough to give the feet free play, be laced nearly down to the toe, with a sole about a quarter of an inch thick and a slipper heel, with a few "sparrow bill" nails in it. If socks are worn they



should be of the best chamois leather, merely covering the toes and not showing above the shoe. From eleven till two, or half-past two, his first walk should be kept up without stopping for a moment, that is to say, after the first week, during which time he has been gradually increasing the time from an hour and a half to the above lengthened period. In any case the pedestrian should be accompanied by his trainer, who should amuse him as much as possible by anecdote or other mode of conversation. After dinner, one or two hours should be allotted to rest, in the recumbent position, on a hard mattress, or horse-hair sofa; and then a short distance, according to the length of the race, should be gone over at *top* speed. It should be borne in mind, that according to the intention of the pedestrian must be the distance over which he is trained; thus, if he is only preparing for a short race, either running or walking, he need only get himself into good health, and keep in that state by the means I have already described; and, in addition, take two or three hours' walking or running exercise per day. More than this has a tendency to diminish the speed, though, if the intention is to train for a long distance, that quality must, to a certain extent, be sacrificed. There is no question that speed is, to a great extent, lost, if the work is kept up more than three or four hours a day, that is to say, speed for one hundred or two hundred yards. But if the object is to attain the highest speed for ten or fifteen



miles, then the powers of endurance are to be tested, and the training must be not so much at a top speed for that distance, as at a less space with occasional sprints for five miles farther at the least. The trainer should be a good walker himself, and should draw out the powers of his pupil by walking against him, taking care not to dishearten him even if he has the power, by walking ahead; but just stimulating him by competition, and yet keeping up his spirits by allowing him to beat him in the amicable contest. Everything in many cases depends upon mental treatment, and many races are lost by the anxiety which is felt for many days and nights prior to the day of trial. In other animals there is not this knowledge of what is to come; but this is the worst difficulty met with in training men, many of whom will lie awake night after night from a nervousness as to the result. Hence, the trainer should by all means encourage his man, and endeavor to do away with this fear of losing by inspiring confidence in his powers on all occasions.

#### TRAINING FOR RUNNING

is conducted on similar principles to that for walking, except that it is necessary to avoid too much *running* work in short matches. Here walking must be made the means of improving the general health, and running only adopted for about the length which is to be run. Beyond this, long-continued running makes a man slow, and he is apt to get his hands down, a habit which is fatal to

running spirits. The trainer will, in preparing his man for these short matches, make him run daily two or three times over the distance intended; and either run against him *with a start* of a few yards in advance, which gives him confidence, or time him exactly, keeping the result to himself. When the distance is a longer one, it must not be done more than once every other day, according to its length, but at a good speed, and with all the encouragement and excitement of competition with the trainer. In all cases of training for long distances, at least five or six hours a day must be spent in running and walking, changing from one to the other as a relief during the early part of training. Two golden rules to be observed are, never let a man do his *utmost* until the *actual* race itself, and to give him immediate rest for a few days if he appears jaded, as by this means his spirits will be revived and elasticity of body restored. Man, however, bears severe work in a wonderful manner; and if the appetite continues good and the sleep is sound, without dreaming or starting, the trainer need not be apprehensive that his man is doing too much.

#### REDUCTION OF FAT.

It will, I think, generally be advisable, before commencing strict training, to take an ordinary dose of aperient medicine. This may be either castor oil or epsom salts and senna, commonly known as black draught, or the compound rhubarb

pills will answer very well in some persons. If the liver is torpid, (which may be known by the pale color of the motions), then five grains of blue pill should be taken at night, and the oil or draught in the morning, and the same should be repeated every two or three days till the color becomes of a good brown or yellow. For any other purpose aperient medicine is to be avoided, and it will generally be found that, beyond the first dose, which I think good, as clearing off all undigested food, it will seldom be wanted. Some men have such an abundance of fat that they weigh two or even three stone more than they ought to do. The consequence is that not only is all that weight a dead loss, but the fat itself actually interferes with the due action of the muscles, and especially of the heart. Two modes of sweating may be adopted—one natural, the other artificial; the former is by far the best and healthiest; but either should be used the first thing in the morning, arising from bed a little earlier for the express purpose.

#### NATURAL SWEATING

is managed by putting on extra clothing over those parts more particularly which are loaded with fat. Thus, if the legs are very fat, two or three pairs of trousers should be drawn on; if the abdomen is full, then a double apron of flannel should be suspended from the neck under the trousers; and if the arms and neck are loaded, one, two, three jerseys may be pulled on, and a woollen shawl

wrapped around the neck. When thus clothed, a brisk walk, or slow run of a few miles, brings on a profuse perspiration, which may be kept up for an hour or so, either by being covered up with horse-rugs, or a feather bed, or by lying in front of a good fire. At the expiration of this time the whole of the clothes should be stripped off, beginning with the upper part of the body, and sponging each limb with hot salt and water before drying it with a coarse towel, after which hair gloves should be used freely, and the dressing may be as usual, taking care to expose each limb as short a time as possible. Such is the natural mode.

#### ARTIFICIAL SWEATING

can be accomplished by a Turkish bath, or the plan first proposed by Priessnitz, and since then so much used in this country by other practitioners. It is as follows: The whole body should be stripped and immediately wrapped in a sheet wrung out of cold water, but not so as to get rid of all the water. Then, rolling the patient in a thick blanket, and including the arms, like a mummy, he is to be placed beneath a feather bed, covering all up to the chin. In a quarter-of-an-hour, or rather more, reaction comes on, and a most profuse perspiration breaks out over the face, and, in fact, over the whole body. Among the hydropathists it is usual to supply the patient liberally with cold water, by small draughts at a time, during the sweat; but for our purpose this is not desira-

ble, because it causes too great an action on the kidneys, thereby weakening the frame considerably.

When this sweating has continued for an hour to an hour and a half, everything should be taken off, and cold water poured over the whole body, either by means of a shower-bath or a common watering-pot; then rub dry and clothe. This artificial mode of sweating is not so likely to give cold as the natural one, and it does not exhaust and tire the frame nearly so much. It also produces great buoyancy of spirits, and it may be graduated much more exactly. It has, however, the disadvantage of producing a liability to boils, which, in the walker, are sufficiently annoying without this sweating process. Wherever there is an unusual collection of fat, on that part must, in either mode, be heaped a greater amount of clothing, and especially if the shoulders should be clogged and loaded. No one can reach well over his toes if his shoulder-blades are confined, or if his abdomen is too bulky; and the first thing to be done is to sweat down the fat as I have described. Either of the above processes may be repeated two or three times a week, and they are far better than night-sweating by Dover's powder, or any of the sweating liquors which formerly were so much recommended.

#### THE USE OF SWEATING LIQUORS

is most objectionable, and should never be resorted to, if possible. Whatever medicine is taken for this purpose, it would be unsafe either to use



cold water next morning, or to expose the body as in walking; and therefore, they are quite inadmissible in an exercise which positively necessitates exposure of the body. It has been long held, that, for long-continued or fast work, sweating medicine is absolutely necessary; and no doubt many of our best runners have used it. I believe, however, in all cases, the hydropathic wet-sheet packing will be found far better for pedestrian purposes. It gives much greater lightness of spirits, more agility of limb, and less tendency to rheumatic stiffness. Let any person make a trial of it, and he will "throw physic to the dogs" ever afterwards, at least for this purpose. It may be used twice or even thrice a week, before breakfast, and 1 1-2 lbs. to 2 lbs., or even 3 lbs. may be got off each time it is applied. In sweating for pedestrian purposes, the arms and body should be clothed much heavier than the legs. The great object is first to unload the great viscera from all fat interfering with their functions, and next to reduce the absolute weight of the whole body above the hips, including the abdomen, chest, neck and arms, which are all of little use in walking or running, as compared with the legs. It is very easy to apply the wet sheet exclusively to the trunk and arms, and to clothe the legs only slightly, or only just so much as to prevent a chill. Natural sweating is wholly inadmissible in this kind of training, since it shortens the stride from the quantity of clothing, and makes the pace slow, slovenly, and



dull; the choice, therefore, is between the wet-sheet packing, and a sweat by a scruple of Dover's powder at night, or half a pint of whey made with white wine, and with 30 drops each of antimonial wine and sweet spirits of nitre added. This is no doubt a strong sweater, but it upsets the stomach, and leaves the skin to be easily chilled. In any case, the whole body should be rubbed with hair gloves night and morning.

#### THE FOLLOWING DIET

will, I think, be found the best for all training purposes:

##### BREAKFAST.

There is no doubt that the very best food for this meal is oatmeal porridge with the addition of certain allowance of beef or mutton, and a little bread ; but many have the greatest objection. For them, I believe, the next best beverage is a pint of table beer, home-made, and not too strong, and giving with it a larger allowance of bread. It is not desirable to stint the appetite unless very enormous, or unless there is a great superabundance of fat ; but I believe it will, in most cases, be found more advantageous to reduce the weight by work and sweating, than by starvation. The best mode of dressing the meat is to broil it ; and here I must say a word about the degree of cookery to which it should be subjected. It is generally directed that the steak or chop should be quite underdone ; this, I am sure, is a fallacy. In

broiling, very little nutriment is lost, after the outside is once caught by the fire. Now, if nothing is lost, there is much gained by keeping the steak on the gridiron till properly done through; for the food is rendered much more palatable to most, and certainly more digestible to all. I have known many who were thoroughly disgusted by their "red rags" as they have called their under-done steaks, and from their dislike to such food quite unable to digest them. Tea and coffee are not good for training purposes, though I do not think them so bad as is generally supposed, if not taken too strong; cocoa is too greasy, and not so good as tea—which, if taken, should not be green. I am inclined to think, that in those cases where tea or coffee is habitually taken, and porridge or beer is much disliked, it is better to allow them than to attempt too great an alteration in diet. Butter, sauces and spices should be carefully avoided; and nothing but salt, and a very slight dash of black pepper, used as a condiment.

#### DINNER.

This important meal should consist of roast beef or mutton, or, occasionally, a boiled leg of mutton may be allowed as a change; but veal, pork, and salt beef or bacon should be avoided; also goose, duck, and wildfowl generally. Roast fowls, or partridges, or pheasants, are very good food. Hare is too apt to be accompanied by high seasoned stuffing, without which it is scarcely palatable. Noth-

ing is better than venison, when comeatable; but it should be eaten without seasoned sauce or currant jelly. As to vegetables, potatoes should be eaten sparingly—not more than one or two at a meal; cauliflower or broccoli, or any vegetable in season, except cucumber or any hard root, is allowable as a digestive. Bread may be given *ab libitum*, and about a pint to a pint and a half of good sound, home-made beer. If this does not agree, a little sherry and water, or claret and water, may be allowed with the meal; and a glass or two of the former wine, or of good sound port, after dinner. When the training is continued for any length of time, and the previous habits of the party have accustomed the stomach to it, I have found the occasional use of white fish—such as cod or soles—a very useful change. Nothing disorders the stomach of man more than keeping to one diet; “*toujours perdrix*” is enough to tire any one even of so good a fare; and this must be constantly borne in mind by the trainer. The round he can make is not very extensive, but let him by all means stretch it to the utmost limits of which it is capable. It is even desirable to give an occasional pudding, but it should always have bread for its foundation. A good cook will easily make a very palatable pudding of bread, with a little milk and an egg or two; and this, served up with fresh green gooseberries boiled, or any common preserve, is by no means disagreeable to the palate, or unwholesome to the stomach; but let it

be only as a change, not as otherwise useful. The grand articles of diet are beef and mutton, with bread or porridge; and, if the stomach and palate would accept them gratefully, no change would be necessary; but, as they seldom will, the best plan is not to attempt too much.

#### SUPPER.

Many trainers object to this meal; but I am satisfied, from experience, that unless the training is of so long a duration as to thoroughly accustom the stomach to the long fast from dinner to the next morning, it is much better to allow a light meal at eight o'clock. Oatmeal porridge is for this purpose the best; and no one will be the worse for a pint of it, with some dry toast to eat with it, or soaked in the porridge itself. I do not believe that meat is ever necessary at night, except in very delicate constitutions, who require unusual support. For such cases I have found a chop at night, with a glass of port wine, or even of egg and sherry, a very valuable means of keeping up the strength. Indeed, it will be found that no absolute rule can be laid down for all cases; and the trainer requires great experience and aptness for his task to enable him to bring his man out in the best condition.



## CLOSING SCENES OF THE LAST GREAT RACE.

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THE morning attendance at the go-as-you-please walking-match in the Madison Square Garden was not greater on the last day, March 4, 1882, than on the preceding days of the week.

The withdrawal of the English champion, Rowell, from the contest, had a visible effect upon the receipts at the box-office, as he was undoubtedly the great attraction of the performance. The wonderful score made by Hazael created no such enthusiasm among the spectators as it would have done had it been made by Rowell. During the morning the latter appeared in the Garden, and for a few moments looked upon the scene of his defeat. He had little to say, excepting that his condition was improving. At 3 o'clock in the morning Hazael had a record of 547 miles 7 laps; Fitzgerald, 525 miles, 7 laps; Noremac, 507 miles 7 laps; Hart, 496 miles 3 laps; Hughes, 474 miles 6 laps, and Sullivan, 470 miles 2 laps.

Three hours later Hazael had reached his five hundred and sixtieth mile, and Fitzgerald was 23 miles and 2 laps behind him. Noremac, to the surprise of the book-makers, held his own, and was apparently in better condition than the rest of the champions. He was 20 miles in the rear of



Fitzgerald, and nearly 13 miles in advance of the colored boy, Hart. Hughes, the "lepper," contrary to the expectations of his most sanguine friends, was yet on the track. It was necessary for him to travel 525 miles in order to get a share of the money to be divided after the match. He limped in the most distressing manner. Hart walked slowly, chewing a tooth-pick, and seemed more inclined to sleep than to walk.

At 9 o'clock the score was: Hazael, 570 miles; Fitzgerald, 547 miles 1 lap; Noremac, 526 miles 1 lap; Hart, 512 miles 2 laps; Hughes, 500 miles, and Sullivan, 489 miles and 3 laps. Hazael was then within 12 miles of the best performance in six days on record—that made by Fitzgerald. Hazael walked like a truck-horse that had been overworked. At noon he had covered his five hundred and seventy-eighth mile, and was 25 miles ahead of Fitzgerald, and Noremac was 19 miles behind. Sullivan had reached his five hundredth mile. His effort to make a good appearance must have summoned all his nerve, as he stepped along without limping or showing signs of distress, when it was known that he was really in great pain and almost completely exhausted.

Early in the afternoon the trophy to be presented to the winner of the match was brought into the Garden and placed on exhibition at the scorers' stand. It was a whip of elegant workmanship. The handle is of massive red gold, on which, in relief, in pure California gold, is a figure of Wes-



ton, the originator of long-distance walking-matches in this country. Below this is a figure of the American eagle, supporting for the victor a long wreath of laurel leaves in tender green gold. Below this is a second band of gold with four American gems—a blue tourmaline from Maine, a red jacinth from Arizona, a green hiddenite and a black rutile from North Carolina. The whole is surmounted by a crown of precious stones of great brilliancy in the form of a cap, which is a solid mass of diamonds, rubies, and sapphires, forming the national colors of red, white and blue.

At three o'clock Hazael had covered 584 miles, and had beaten the greatest number of miles on record for a six days' walk by nearly two miles. The crowds seemed not to be aware of this remarkable fact, however, and the ungainly Englishman plodded along without being stirred by the shouts of the people in the Garden. Had Rowell done this much he would have been most frantically cheered. Hart had 532 miles to his credit, and was 7 miles beyond the number required to be made before a contestant could hope to gather any of the spoils at the end of the match. Hughes had reached his five hundred and twenty-third mile, and it was necessary for him to cover two miles more before he would be entitled to a share of the proceeds. The score at this hour (3 o'clock) was: Hazael, 584 miles; Fitzgerald, 563 miles; Noremac, 542 miles; Hart 532 miles; Hughes, 523 miles, and Sullivan 511 miles. A cartoon drawn by

Davis, a Boston caricaturist, representing Rowell weeping over the "lost cause," was displayed in the Garden, and was quickly destroyed by an angry crowd. The caricaturist then drew another of the same description, and stood guard over it, preventing its destruction. At 3:20:03 Hughes, the "lepper," covered his five hundred and twenty-fifth mile, and his friends, who had feared that he would never reach those figures, started the first hearty applause of the day.

Gilmore's band of musicians struck up "Wearing of the Green." The "lepper," for the first time since the start on Sunday night, wore a broad smile on his extraordinary countenance, and actually began to trot around the track. After he had made one more lap he went to his cabin to receive the congratulations of his wife, who had been his trainer-in-chief during the week. She is a portly woman of business, and she welcomed him with an emphatic "Good boy, John." The subordinate trainers called him a thoroughbred, and gave him the "best the house afforded." The gigantic Plummer, who undertook to assist in training Hughes after Trainer Harding became indisposed through meeting Chambers, the pugilist, in Harry Hill's, was the proudest man in the Garden. He was positive that he had "pulled Jack Hughes through," and awaited the congratulations of his friends. Roberts, one of the markers, appeared at the scorers' stand in the afternoon with a bruised head and discolored eyes. He

said that he had passed a terrible night. While putting up the figures on the black-board, a crowd, at 3 o'clock in the morning, gathered near by. Many in this crowd were intoxicated and insulting. They accused him of putting up the wrong figures. Being unable to quietly rest under these aspersions upon his character, he descended the ladder from the platform where he was on duty, and undertook to reason with the excited men. They pitched upon him and beat him unmercifully. The police officers were at the other end of the Garden, and the ruffians only desisted in pounding Roberts when they were satisfied with their work.

The book-makers offered one to one against any of the pedestrians making 605 miles, and two to one against any of them accomplishing 610 miles, but there was no money wagered, and the gamblers sat grim and undisturbed. They said that a great deal of money had been wagered on the match, but that the amounts were not so large as those staked on previous matches. The defeat of Rowell was a sad blow to several of the book-makers. Just before 6 o'clock in the evening the musicians went out of the building, and probably 2,000 persons were in the Garden at this time. Hughes was moving around the track at the rate of a quarter of a mile an hour, and Sullivan was traveling at little better speed. Hazael bowed his head like a hobtail car horse ascending a steep hill, and Noremac stepped with more appare

ease than any one on the sawdust. Hart had been taken out of the Garden for a Turkish bath, and Fitzgerald was slumbering in his cabin. The Garden was about the most cheerless place in the city. It certainly never before contained a more restless, gloomy gathering of men and women. The lessee of the bar privileges raked in coin and greenbacks, but was not apparently happy. Boys sold the evening newspapers at more than double the regular rates, and all the attaches of the Garden seemed anxious to feast their eyes upon money. When Hart returned from the Turkish baths he was not improved in appearance. His features were almost frightful, and his step was slow and weak. He coughed like a consumptive, and would have groaned, no doubt, if he had had the strength.

Hughes donned his green silk cap with a gilt shamrock on the peak, and as he passed his cabin shook the cap at his wife and said, in a hoarse voice: "We're not dead yet, and don't yer forget it." At 5 o'clock Hazael had reached his five hundred and ninety-fifth mile, and was 13 miles ahead of the best record in a six days' walk. The rest of the score was: Fitzgerald, 569 miles 4 laps; Noremac, 550 miles; Hart, 539 miles 3 laps; Hughes, 531 miles 2 laps, and Sullivan, 521 miles 5 laps.

At 6:55:35 Sullivan, the last in the race, dragged himself up to the five hundred and twenty-fifth mile post, and became entitled with the other five champions to a share in the money to be divid-

ed. Champion Sullivan fairly gasped for breath as he discovered that he was at length among the winners. Hazael had retired to his cabin at 5:40:30, and he returned to the track at 7:26:35. His trainers had declared that when he had made his reappearance he would run 10 miles, just to show the "nobs that he was alive, you know," but when Champion Hazael planted his feet on the track he acted like a man who wished to lie down and sleep, and as though he had as much desire to fly as to run. At 7:30 o'clock the defeated champion, Rowell, entered the Garden with Asplin, his trainer. They went to the north side of the garden where the seats and boxes were reserved for women and children accompanied by men, and as they passed along were recognized by the crowds on the main floor. Some one shouted "Rowell," and the cry was taken up by the persons in the boxes.

Rowell and Asplin entered an unoccupied box and held a levee. The defeated champion looked well and hearty, notwithstanding his loss of flesh, and said that he was rapidly recovering from the effects of the walk. At 8 o'clock there were not more than 3,000 persons in the Garden, and of these about 300 were women. The attendance was never so small at this hour at any of the previous matches, and there was far less enthusiasm displayed than was witnessed at these contests. Gilmore's Band somewhat enlivened the scene, but the crowds were evidently not in a cheering mood.



There were cheers, however, when Miss Ada Wallace, a pedestrian, presented a blue silk handkerchief to the lugubrious Hazael. He tied the handkerchief around his throat and increased his pace. Noremac made his appearance at this time in a bright new costume. It was announced that Sullivan was "off," that is, that he had finished his part in the race. The score was then (at 8 o'clock) Hazael, 597 miles 3 laps; Fitzgerald, 572 miles; Noremac, 552 miles 4 laps; Hart, 541 miles; Hughes, 534 miles, and Sullivan, 525 miles 175 yards. At this time Fitzgerald, Noremac and Hart were on the track. Fitzgerald was presented with a floral harp, and he ran away with it, to the delight of the small boys. Hart was attired in a blue costume and a black sash. He carried himself erect and stepped like a race-horse on parade. Noremac was in better trim than the other pedestrians, and ran or walked with greater freedom than either of them. Hughes and Hazael were in their cabins.

Peter Duryea, the manager, was asked concerning the box-office receipts, and replied that he could not yet tell anything upon the subject. William B. Curtis, who is to count the receipts and straighten out the accounts, said he would not do this work until the next day. He estimated that the receipts amounted to \$45,000. Of this amount Manager Duryea's percentage would be \$6,750. The expenses of the walk would amount to between \$18,000 and \$20,000. This would leave about



\$20,000 to be divided among the pedestrians. Hazael would receive \$9,000 of the stakes and \$10,000 of the gate money. Fitzgerald would receive \$1,000 of the stakes and \$4,000 of the gate money. Noremac would get about \$2,400; Hart about \$1,600; Hughes about \$1,200, and Sullivan about \$800.

Hughes returned to the track at 8:35, and wore a fancy blue costume. He started on a run, and kept it up for several laps, much to the amusement of the spectators. Hart and the "lepper" stopped in front of the scorers' stand, and shook hands in the most cordial manner. Those who witnessed this extraordinary scene, roared with delight. Then the colored boy and the "lepper" ran one lap together, and the crowd laughed and cheered. At 8:45 the trainer for Hughes stopped his man in front of the big clock, and began an animated conversation with him. Hughes smiled, and, turning around, went to his cabin. He had covered 535 miles. The announcement previously made that Sullivan was "off," was premature, as he again appeared on the track. The scorers and markers were puzzled, but Sullivan seemed to be in his senses, and continued on his travels, saying that he would give an exhibition walk. At 8:50 Noremac stopped at the scorers' stand, and said he had had enough exercise to last him for some time. He then retired, with 555 miles to his credit. Hazael and Fitzgerald walked side by side and discussed some interesting topic in an undertone. After

a pleasant stroll of a lap, they shook their legs into a run, and continued to travel together. Sullivan decided to give up the contemplated exhibition walk, and went to his cabin.

At 9 o'clock Fitzgerald and Hazael were the only champions visible to the crowds. The score at this time was: Hazael, 598 miles 6 laps; Fitzgerald, 575 miles 6 laps; Noremac, 555 miles; Hart, 542 miles 2 laps; Hughes, 535 miles, and Sullivan, 525 miles. About 4,000 persons were in the Garden, and nearly every one stood ready to give the last shout of the race. Gilmore's band played: "Auld Lang Syne," and the spectators showed some excitement. Fitzgerald and Hazael continued to travel together for 15 minutes. Then Fitzgerald stopped at the scorers' stand and nodded to Referee Busby. A few seconds later Hazael also nodded to the referee, who stood before them. Bernard Aaron held the box containing the jeweled whip. He opened the box and gave the whip to Mr. Busby. The latter handed it to the veteran "Pop" Whittaker, who was by this time perched on the scorer's stand. The band was engaged in a most furious onslaught upon some opera, and Mr. Busby shouted: "Somebody stop that band." "Shake your handkerchief at them," shrieked Mr. Whittaker, and the judges made various suggestions. The musicians were on the Twenty-sixth street side, and were hidden from Mr. Busby's view by the reporters' stand. Fifty pocket-handkerchiefs were shaken by men in this stand, and

the fury of the band was increased until an almost frantic spectator succeeded in attracting Mr. Gilmore's attention. Then the music ceased and the garden was as quiet as the Morgue. "Pop" Whittaker, used to delivering speeches in the circus ring, then held the whip aloft, and he thundered forth a little speech in which he said that Mr. Hazael had made the greatest record in a six-days' walking-match, and was entitled to the trophy which had been gotten up for the winner. On behalf of the manager Mr. Whittaker hoped that Mr. Hazael would live many happy days. The whip was then handed to the champion of all the champions. Hazael bowed, and three lusty cheers were given for him.

Then he was presented with a pair of handsome shoes, and was informed that there was a splendid chair in the Garden for him. Then Hazael ran around the track, followed by Fitzgerald, and entered his cabin. The contest was over, and the gathering seemed scarcely to realize the fact. Never before was the finish of a six days' walking match so tame and uninteresting.

Sullivan stopped at 6:55:35, having covered 525 miles and 179 yards in 138:55:35. Hughes stopped at 8:43, having covered 535 miles in 140:43:00. Hart stopped at 8:44, having covered 542 miles and 610 yards in 140:44:00. Noremac stopped at 7:48:14, having cover 555 miles in 140:48:14. Fitzgerald stopped at 9:15:30, having covered 577 miles and 220 yards in 141:15:30. Hazael, the

winner, stopped at 9:15:45, having covered 600 miles and 220 yards in 141:15:45.

The greatest record made in a six days' walk prior to the match which ended last night was that credited to Fitzgerald. In this contest, which took place in December last, Fitzgerald traveled 582 miles and 55 yards. The best previous record made by Hazael was in May of last year, when he covered 500 miles and 165 yards. Noremac's best previous record was 565 miles and 495 yards, in December last. Hart's best previous record was made in April, 1880, and was 565 miles and 165 yards. Hughes' best previous record was 568 miles and 825 yards, made in January of last year. Sullivan's best previous record was made in May of last year, and was 569 miles and 165 yards. Hart went from the building as a deputy sheriff was making inquiries concerning his whereabouts. The officer had an attachment in the suit of one Luke against Hart for \$313, and served the document upon Mr. Busby, who was required to see that this claim was satisfied before Hart received any money. Before ten o'clock the pedestrians had all gone to their homes, and the Garden was empty. It was remarked as the most remarkable feature of the contest, that each of the pedestrians who remained to the finish, looked better at the close than he did at the start.



## PEDESTRIAN RECORDS.

## RUNNING.

Amateur performances are designated by a \*

- 50 yards—\*5 7-8s, G G Neidlinger, N Y City, April 24, 1880.
- 60 yards—\*6 3-4s, W B Curtis, Springfield, Ill, June 9, 1861.
- 75 yards—\*7 3-4s, F C Saportas, H A C, N Y City, Jan. 5, 1878; A Ing, S A A C, N Y City, Sept. 14, 1878, and Nov. 28, 1878; M McFaul, F A C, N Y City, Jan. 5, 1879; H H Lee, U of Pa, N Y City, April 5, 1879; and L E Myers, M A C, N Y City, Jan 31, 1881.
- 100 yards—In England: 9 1-4s, George Seward (American) turnpike road, Hammersmith, Sept. 30, 1844; \*10s, E L Lucas, Cambridge, March 9, 1880, and F G L Lucas (a strong wind behind), Cambridge, Nov. 15, 1880. In America: \*10s, R L La Montagne, N Y A C, N Y City, June 29, 1878; W C Wilmer, S H A C, Mott Haven, N Y, Oct. 12, 1878; L E Myers, M A C, N Y City, Sept. 18, 1880; and E J Wendell, H U A A, Cambridge, Mass, May 24, 1881.
- 101 yards—In America: \*10s, R L La Montagne, N Y A C, Staten Island, Sept. 28, 1878, and Mott Haven, N Y, Sept. 20, 1879.
- 120 yards—In England: 11 1-2s, George Seward, London, May 3, 1847; \*11 3 5s, M Shearman (strong wind behind), Oxford, March 4, 1880; 12s, L Junker, L A C, London, May 25, 1878; C L Lockton, L A C, London, Oct. 4, 1879, and W P Phillips, L A C (twice), May 28, 1880. In America: \*12 3-8s, J B White, M A C, Mott Haven, N Y, Sept. 17, 1881.
- 125 yards—In America: 12 1-2s., John W Cozad, Long Island, Nov. 23, 1868; \*13 2-5s., F C Saportas, H A C, N Y City, Sept. 22, 1877.
- 130 yards—12 1-8 s., W Johnson, Fenham Park, Eng., Feb. 9, 1867.



- 131 1-4 yards—12 1-2s., H Hutchens, Sheffield, Eng., Sept. 6, 1879.
- 132 1-2 yards—12 3-5s., H Hutchens, near Birmingham, Eng., June 11, 1881.
- 133 1-2 yards—13s., J Clowry, Sheffield, Nov. 30, 1870.
- 140 yards—14s., W G Scarlet, Newmarket, Eng., Sept. 7, 1841.
- 149 yards—\*15s., L Junker, L A C, two heats, London, Oct. 6, 1877.
- 150 yards—In England: 15s., C Westhall, Manchester, Feb. 4, 1851. \*15s., W P Phillips, L A C, London, May 22, 1880. In America: 15s., Geo. Forbes, Providence, R. I, Dec. 20, 1869; \*15 2-5s., W C Wilmer, S H A C, Milburn, N J, Oct. 6, 1878.
- 180 yards—\*18 1-5s., L Junker, L A C, London, Eng., April 27, 1878.
- 200 yards—In England: 19 1-2s., George Seward, London, March 22, 1847. \*20 1-5s., E L Lucas (strong wind behind), Cambridge, Nov. 13, 1880; 20 2 5s., J Shearman, L A C, London, June 2, 1877. In America: \*20 1-8s., L E Myers, M A C, N Y City, Sept. 15, 1881.
- 220 yards—In America: \*22 1-2s., L E Myers, M A C, N Y City, Sept. 15, 1881. In England: \*22 2-5s., W P Phillips, L A C, London, Sept. 28, 1878.
- 250 yards—In America: \*26 1-4s, L E Myers, M A C, N Y City, Sept, 18, 1880. In England: \*27 1-2s, R W Vidal, Ox, U A C, Oxford, December 8, 1865.
- 300 yards—In England: 30 3-4s, H Hutchens, London, May 30, 1881; \*31 4-5s, W L R Beverley, O U A C, (strong wind behind), February 17, 1880; 32 2 5s, C L Lockton, London, November 6, 1880. In America: \*31 3-8s, L E Myers, M A C, N Y City; Oct. 22, 1881.
- 350 yards—In America: \*36 4-5s, L E Myers, M A C, Philadelphia, Pa., Oct. 15, 1881. In England: 40s, George Walsh, Manchester, April 13, 1872.
- 400 yards—In America: \*43 3 4s, L E Myers, M A C, N Y City, Oct. 22, 1881. In England: 45s, T Brian, Doncaster, Feb. 23, 1841.
- 440 yards—In England: 48 1-4s, R Buttery, Newcastle, Oct. 4, 1873. \*48 3-5s, L E Myers, M A C, of New York City,

- Birmingham, July 16, 1881. By an English amateur, \*50 2-5s, E J Colbeck, L A C, London, June 20, 1868, and J Shearman, L A C, London, June 7, 1877. \*W O Hughes, scratch, was beaten by six inches, in 50s, Oxford, Dec. 2, 1881. In America: \*48 3-4s, L E Myers, M A C, Philadelphia, Pa, Oct. 15, 1881.
- 500 yards—In America: \*58s, L E Myers, M A C, Staten Island, May 29, 1880; 59s, John Powers, Boston, Mass., Sept. 5, 1881. In England: 1:00 3-4s, George Walsh, Manchester, May 23, 1874.
- 600 yards—In England: 1:13, James Nuttall, Manchester, Feb. 20, 1864; \*1:14 3-5, F T Elborough, L A C, London, April 28, 1877. In America: \*1:14 1-2, L E Myers, M A C, Staten Island, N Y H, May 29, 1880.
- 660 yards—In America: \*1:22, L E Myers, M A C, N Y City, July 11, 1880.
- 700 yards—In England: 1:29, J Pudney, turnpike, Slough, April 7, 1856.
- 880 yards—1:53 1-2, Frank Hewitt, Lyttleton, N Z, Sept. 21, 1871. In America: \*1:55 3-5, L E Myers, M A C, N Y City, Oct. 8, 1881; 2:00 3 5, J E Manning, Boston, Mass, Oct. 13, 1877. In England: 1:55 3-4, Jas. Nuttall, Manchester, Aug. 31, 1867; \*1:57 1-2, F T Elborough, L A C, London, Oct. 7, 1876.
- 1,000 yards—In America: \*2:13, L E Myers, M A C, N Y City, Oct. 8, 1881. In England: 2:17, Wm Cummings, Preston Borough Gds., April 30, 1881; \*2:18, W G George, M H, Birmingham, Aug. 6, 1881.
- 1,320 yards—In England: 3:07, W Richards, Manchester, June 30, 1866; \*3:14, W G George, M H, London, Aug. 16, 1880. In America: \*3:18 1-2, L E Myers, M A C, Mott Haven, N Y, May 31, 1880.
- 1 mile—In England: 4:16 1-5, Wm Cummings, Preston, May 14, 1881; \*4:22 1-5, W G George, M H, London, Aug. 16, 1880; 4:24 1-4, W G George, grass course, Broughton, Eng, July 21, 1881. In America: 4:28 1-2, John Raine, Ottawa, Ont, May 24, 1881; \*4 20 1-2, L E Myers, M A C, Mott Haven, N Y, May 13, 1880.
- 11.4 miles—In England: 5:30, Wm Lang, Manchester, July 18, 1863; \*5:54, W G George, London, Nov. 5, 1881.

- 1 1-2 miles—In England: 6:43 1-2, Wm Cummings, Preston, April 17, 1880; \*7:06, G M Nehan, L A C, London, May 28, 1881. In America: \*7:26, J H Gifford, I A A C, N Y City, March 16, 1881.
- 1 3-4 miles—In England: \*8:28, W G George, M H, London, Nov. 5, 1881.
- 2 miles—In England: 9:11 1-2, W Lang, Manchester, Aug. 1, 1863; \*9:33 2-5, W Snook, M H, Birmingham, May 28, 1881. In Ireland: \*9:42, W Slade, L A C, Belfast, June 10, 1876. In America: \*10:01 1-2, W C Davies, Will A C, N Y City, Sept. 17, 1881; 10:04 1-4, P McIntyre, San Francisco, Cal., Dec. 12, 1880.
- 3 miles—In England: 14:36, J White, London, May 11, 1863; \*14:42 4-5, W G George, M H, London, Nov. 5, 1881. In America: 15:12, Geo. Hazael, N Y City, July 30, 1881; \*15:38, J H Gifford, I A A C, N Y City, March 15, 1881.
- 4 miles—In England: 19:36, J White, London, May 11, 1863; \*19:49 3-5, W G George, M H, London, Sept. 6, 1880. In America: 20:30 1-2, G Hazael, N Y City, July 30, 1881; \*21:13, J H Gifford, I A A C, N Y City, March 15, 1881.
- 5 miles—In England: 24:40, J White, London, May 11, 1863; \*26:24 1-5, J Gibb, L A C, London, Nov. 3, 1877. In America: 25:53 1-2, G Hazael, N Y City, July 30, 1881; \*26:44, J H Gifford, I A A C, N Y City, March 15, 1881.
- 6 miles—In England: 29:50, J White, London, May 11, 1863; \*31:12 1-2, J E Warburton, Heywood, Aug. 4, 1879. In America: 31:21 1-2, G Hazael, N Y City, July 30, 1881; \*33:38 1-2, W H Robertson, Br. A C, Brooklyn, N Y, June 5, 1880.
- 7 miles—In England: 34:45, J White, London, May 11, 1863; \*37:38 3-5, G M Nehan, B H London, April 2, 1881. In America: 36:49 1-2, G Hazael, N Y City, July 30, 1881; \*39:34 1-4, W H Robertson, Br. A C, Brooklyn, N Y, June 5, 1880.
- 8 miles—In England: 40:20, J. Howitt, London, June 1, 1852; \*43:30, J Gibb, L A C, London, Nov. 17, 1877. In America: 42:20 1-2, G. Hazael, N Y City, July 30, 1881; \*45:38 1-4, W H Robertson, Br. A C, Brooklyn, N Y, June 6, 1880.
- 9 miles—In England: 45:21, J. Howitt, London, June 1, 1852;

- \*49:15, J. Gibb, L A C, London, Nov. 17, 1877, and G A Dunning, Birmingham, July 18, 1881. In America: 47:54, G Hazael, N Y City, July 30, 1881; \*51:38 1-4, W H Robinson, Br. A C, Brooklyn, N Y, June 5, 1880.
- 10 miles—In England: 51:26, L Bennett (Deerfoot), London, April 3, 1863; \*54:06 1-2, J E. Warburton, Manchester, Oct. 11, 1879. In America: 53:22 1-4, G. Hazael, N Y City, July 30, 1881; \*57:32, W H Robertson, Will A C, Brooklyn, E D, N Y, Sept 3, 1881.
- 11 miles—In England: 65:56, L. Bennett (Deerfoot), London, April 3, 1863; \*1 00:48, G A Dunning, London, Jan. 1, 1881. In America: 59:50 3-4s, P. Fitzgerald, N Y City, June 16, 1879; \*1 08:56, T F Delaney, Gram A C, N Y City, May 25, 1881.
- 12 miles—In England: 1 02:02 1-2, L Bennett (Deerfoot), London, April 3, 1863; \*1 06:33, G A Dunning, London, Jan. 1, 1881. In America: 1 07:15, G Hazael, N Y City, July 16, 1881; \*1 14:50, T F Delaney, New York City, May 25, 1881.
- 13 miles—In England: 1 10:31, J Howitt, London, March 22, 1852; \*1 12:18, G A Dunning, London, Jan. 1, 1881. In America: 1 13:27, G Hazael, N Y City, July 16, 1881; \*1-22:30, T F Delaney, N Y City, May 25, 1881.
- 14 miles—In England: 1 16:12, J Howitt, London, March 22, 1852; \*1 18:16, G A Dunning, London, Jan. 1, 1881. In America: 1 21:02, C Price, N Y City, Oct. 20, 1879; \*1 29:-41, T F Delaney, N Y City, May 25, 1881.
- 15 miles—In England: 1 22:00, J Howitt, London, March 22, 1852; \*1 24:24, G A Dunning, London, Jan. 1, 1881. In America: 1 28:46, C Price, N Y City, Oct. 20, 1879; 1 37:-02, J H Chisholm, Elizabeth, N J, June 8, 1880.
- 16 miles—In England: 1 28:06, J Howitt, London, March 22, 1852; \*1 30:42, G A Dunning, London, Jan. 1, 1881. In America: 1 35:34, C Price, N Y City, Oct. 20, 1879; \*1 44:-55, J H Chisholm, Elizabeth, N J, June 8, 1880.
- 17 miles—In England: 1 38:53, G Hazael, London, December 10, 1877; \*1 37:20, G A Dunning, London, Jan. 1, 1881. In America: 1.43:46, C Price, N Y City, Oct. 20, 1879; \*1.52:57, J H Chisholm, Elizabeth, N J, June 8, 1880.
- 18 miles—In England: 1.45:01, G Hazael, London, Dec. 10,

- 1877: \*1.44:06, G. A. Dunning, London, Jan. 1, 1881. In America: 1.51:20, C. Price, N Y City, Oct. 20, 1879; \*1.59:55, J H Chisholm, Elizabeth, N J, June 8, 1880.
- 19 miles—In England: 1.51:14, G Hazael, London, Dec. 10, 1877; \*1.51:20, G A Dunning, London, Jan. 1, 1881. In America: 1.58:23, C Price, N Y City, Oct. 20, 1879; \*2.11:30, T F Delaney, N Y City, May 25, 1881.
- 20 miles—In America: 1.54:00, Patrick Byrnes, Halifax, N S, Oct. 4, 1879; \*2.18:58, T F Delaney, N Y City, May 25, 1881; In England: 1.56:38, J E Warburton, Blackburn, May 29, 1880; \*1.58:44 2-5, G A Dunning, London, Jan. 1, 1881.
- 21 miles—In England: 2.08:36, George Mason, London, March 14, 1881; \*2.19:20, P H Stenning, L A C, London, Dec. 26, 1879. In America: 2.18:47, D Donovan, Providence, R I, Aug. 6, 1880; \*2.28:56, J H Chisholm, N Y City, Nov. 27, 1879.
- 22 miles—In England: 2.16:17, G Mason, London, March 14, 1881; \*2.26:46, P H Stenning, London, Dec. 26, 1879. In America: 2.26:18, D Donovan, Providence, R I, Aug. 6, 1880; \*2.35:53, J H Chisholm, N Y City, Nov. 27, 1879.
- 23 miles—In England: 2.23:33, G Mason, London, March 14, 1881; \*2.34:09, P H Stenning, London, Dec. 26, 1879. In America: 2.33:55, D Donovan, Providence, R I, Aug. 6, 1880; \*2.43:01, J H Chisholm, N Y, Nov. 27, 1879.
- 24 miles—In England: 2.30:04, G Mason, London, March 14, 1881; \*2.41:37, P H Stenning, London, Dec. 26, 1879. In America: 2.42:44, D Donovan, Providence, R I, Aug. 6, 1880; \*2.49:42, J H Chisholm, N Y City, Nov. 27, 1879.
- 25 miles—In England: 2.36:34, G Mason, London, March 14, 1881; \*2.48:42, P H Stenning, London, Dec., 26, 1879. In America: 2.49:27, D Donovan, Providence, R I, Aug. 6, 1880; \*2.57:05, J H Chisholm, N Y City, Nov. 27, 1879.
- 26 miles—In England: 2.43:40, G Mason, London, March 14, 1881; \*2.56:08, P H Stenning, London, Dec. 26, 1879. In America: 2.57:21, D Donovan, Providence, R I, Aug 6 1880; \*3.33:04, C. Mann, D and D Ins, N Y City, April 8, 1879.



- 27 miles—In England: 2.51:04, G Mason, London, March 14, 1881; \*3.03:51, P H Stenning, London, Dec. 26, 1879. In America: 3.05:06, D Donovan, Providence, R I, Aug. 6, 1880; \*3.42:08, C Mann, N Y City, April 8, 1879.
- 28 miles,—In England: 2.58:41, G Mason, London, March 14, 1881; \*3.11:07, P H Stenning, London, Dec. 26, 1879. In America: 3.13:08, D Donovan, Providence, R I, Aug. 6, 1880; \*3.52:03, C Mann, N Y City, April 8, 1879.
- 29 miles—In England: 3.06:33, G Mason, London, March 14, 1881; \*3.19:27, P H Stenning, L A C, London, Dec 26, 1879. In America: 3.20:52, D Donovan, Providence, R I, Aug. 6, 1880; \*3.59:44, C Mann, N Y City, April 8, 1879.
- 30 miles—In England: 3.15:09, G Mason, London, March 14, 1881; \*3.25:37, P H Stenning, L A C, London, Dec. 26, 1879. In America: 3.28:42, D Donovan, Providence, R I, Aug. 6, 1880; \*4.25:37, W Fitzgerald, N Y City, Feb. 21, 1881.
- 31 to 50 miles—In England: Professional—31 miles, 3 22:51; 32 miles, 3 30:40; 33 miles, 3 38:20; 34 miles, 3 46:10; 35 miles, 3 54:06; 36 miles, 4 01:53; 37 miles, 4 09:48; 38 miles, 4 17:40; 39 miles, 4 26:00; 40 miles, 4 34:27; 41 miles, 4 42:57; 42 miles, 4 51:24; 43 miles, 4 59:09; 44 miles, 5 09:07; 45 miles, 5 18:15; 46 miles, 5 26:06; 47 miles, 5 35:46; 48 miles, 5 44:06; 48½ miles, 5 48:35, James Bailey, London, March 14, 1881. 49 miles, 6 08:21; 50 miles, 6 14:47, George Hazael, London, April 21, 1879.
- Amateur—31 miles, 3 31:57; 32 miles, 3 39:33, P H Stenning, London, Dec. 26, 1879. 33 miles, 3 49:11; 34 miles, 3 59:56, G A Dunning, C B., London, Dec. 26, 1879. 35 miles, 4 08:05, P H Stenning, as above. 36 miles, 4 16:31; 37 miles, 4 25:05; 38 miles, 4 33:08; 39 miles, 4 42:24; 40 miles, 4 50:12, G A Dunning, as above. 41 miles, 5 04:15; 42 miles, 5 17:31; P H Stenning, as above. 43 miles, 5 34:20; 44 miles, 5 43:45; 45 miles, 5 52:51; 46 miles, 6 01:35; 47 miles, 6 10:44; 48 miles, 6 20:05; 49 miles, 6 30:25, G A Dunning, as above. 50 miles, 6 38:41; F W Firminger, L A C, London, Dec. 26, 1879.
- IN AMERICA: *Professional*—31 miles, 3 36:46; 32 miles, 3 44:48; 33 miles, 3 52:08; 34 miles, 3 59:48; 35 miles, 4 07:40; 36 miles, 4 15:30; 37 miles, 4 23:25; 38 miles, 4 31:45; 39 miles, 4 40:00; 40 miles, 4 48:22; 41 miles, 4 56:25; 42 miles, 5 05:30;

43 miles, 5 15:06; 44 miles, 5 23:05; 45 miles, 5 32:37; 46 miles, 5 41:20; 47 miles, 5 54:55; 48 miles, 6 00:00; 49 miles, 6 11:10; 50 miles, 6 19:00, Dennis Donovan, Providence, R. I., Aug. 6, 1880.

*Amateur*—31 miles, 4 45:02; 32 miles, 4 54:29; 33 miles, 5 04:06; 34 miles, 5 14:35; 35 miles, 5 23:40; 36 miles, 5 33:31; 37 miles, 5 43:41; 38 miles, 5 52:57, J H Chisholm, N S A C, N Y City, Feb. 21, 1881. 39 miles, 6 22:59; 40 miles, 6 32:00; 41 miles, 6 40:05, J Saunders, Will. A C, N Y City, Feb. 22, 1881. 42 miles, 6 50:35; 43 miles, 7 00:22, J H Chisholm, N Y City, Feb. 22, 1881. 44 miles, 7 09:25; 45 miles, 7 17:50; 46 miles, 7 26:36, J Saunders, as above. 47 miles, 7 39:00; 48 miles, 7 48:40; 49 miles, 7 59:20, J H Chisholm, as above. 50 miles, 8 15:31, J Saunders, as above.

51 to 118 miles—IN ENGLAND: *Professional*—51 miles, 6 24:57; 52 miles, 6 36:01; 53 miles, 6 43:50; 54 miles, 6 50:50; 55 miles, 7 04:38; 56 miles, 7 14:54; 57 miles, 7 23:50; 58 miles, 7 31:10; 59 miles, 7 44:48; 60 miles, 7 57:20; 61 miles, 8 07:01; 62 miles, 8 18:49; 63 miles, 8 27:34, George Hazael, London, April 21, 1879. 64 miles, 8 39:15; 65 miles, 8 48:17; 66 miles, 8 56:37; 67 miles, 9 08:19; 68 miles, 9 15:40; 69 miles, 9 24:00; 70 miles, 9 32:15; 71 miles, 9 40:29; 72 miles, 9 48:29; 73 miles, 9 56:39; 74 miles, 10 04:45; 75 miles, 10 14:22, C Rowell, London, November 1, 1880. 76 miles, 10 19:53; 77 miles, 10 28:46; 78 miles, 10 37:49; 79 miles, 10 46:30; 80 miles, 10 55:40; 81 miles, 11 04:45; 82 miles, 11 13:30; 83 miles, 11 22:36; 84 miles, 11 31:42; 85 miles, 11 41:05; 86 miles, 11 48:39; 87 miles, 11 59:18, C Rowell, London, June 20, 1881. 88 miles, 12 10:53; 89 miles, 12 19:21; 90 miles, 12 28:00; 91 miles, 12 36:49; 92 miles, 12 45:06; 93 miles, 12 54:35; 94 miles, 13 03:40; 95 miles, 13 12:36; 96 miles, 13 21:11; 97 miles, 13 29:45; 98 miles, 13 38:55; 99 miles, 13 47:50; 100 miles, 13 57:13; 101 miles, 14 06:56; 102 miles, 14 15:42; 103 miles, 14 25:00; 104 miles, 14 35:11; 105 miles, 14 45:50; 106 miles, 14 54:01; 107 miles, 15 02:57; 108 miles, 15 13:58; 109 miles, 15 24:27; 110 miles, 15 33:50; 111 miles, 15 43:25; 112 miles, 15 52:47; 113 miles, 16 02:04; 114 miles, 16 12:33; 115 miles, 16 22:34; 116 miles, 16 33:35; 117 miles, 16 44:35; 118 miles, 16 54:12, C Rowell, London, November, 1, 1880.

*Amateur*—51 miles, 6 57:50; 52 miles, 7 13:01; 53 miles, 7 21:34;

54 miles, 7 30:10; 55 miles, 7 39:10; 56 miles, 7 47:40; 57 miles, 7 56:18; 58 miles 8 05:05; 59 miles, 8 14:13; 60 miles, 8 23:30; 61 miles, 8 34:46; 62 miles, 8 43:05; 63 miles, 8 53:30; 64 miles, 9 03:52; 65 miles, 9 20:51; 66 miles, 9 30:25; 67 miles, 9 40:07; 68 miles, 9 50:01; 69 miles, 10 00:05; 70 miles, 10 09:25; 71 miles, 10 18:20; 72 miles, 10 28:20; 73 miles, 10 37:38; 74 miles, 10 47:52; 75 miles, 10 57:33; 76 miles, 11 07:25; 77 miles, 11 17:20; 78 miles, 11 27:02; 79 miles, 11 37:40; 80 miles 11 45:40; 80½ miles, 11 49:30; 81 miles, 12 00:00, W C Davies, W R C, London, September 9, 1880.

IN AMERICA: *Professional*.—51 miles, 6 42:36; 52 miles, 6 50:50; 53 miles, 6 59:59; 54 miles, 7 08:35; 55 miles, 7 18:00; 56 miles, 7 26:20; 57 miles, 7 34:40; 58 miles, 7 42:55; Charles Rowell, New York city, March 7, 1881. 59 miles, 7 40:40; 60 miles, 7 47:30; 61 miles, 7 35:30; 62 miles, 8 03:00; 63 miles, 8 11:30; 64 miles, 8 20:15; 65 miles, 8 34:00; 66 miles, 8 41:15; 67 miles, 8 49:50; 68 miles, 8 56:45; 69 miles, 9 04:45; 70 miles, 9 12:45; 71 miles, 9 22:30; 72 miles, 9 30:15; 73 miles, 9 37:45; 74 miles, 9 45:30; 75 miles, 9 53:15; G. Hazael, New York city, May 9, 1881; 76 miles, 10 23:27; 77 miles, 10 31:29; 78 miles, 10 40:30; 79 miles, 10 49:06; 80 miles, 10 57:35; 81 miles, 11 06:21; 82 miles, 11 16:35; 83 miles, 11 25:40; 84 miles, 11 34:11; 85 miles, 11 43:35; 86 miles, 11 51:31; 87 miles, 12 01:55; 88 miles, 12 11:00; 89 miles, 12 22:50; 90 miles, 12 31:05; 91 miles, 12 41:04; 92 miles, 12 52:55; 93 miles, 13 01:56; 94 miles, 13 11:31; 95 miles, 13 22:10; 96 miles, 13 30:55; 97 miles, 13 39:58; 98 miles, 13 48:37; 99 miles, 13 56:51; 100 miles, 14 04:55; 101 miles, 14 35:10; 102 miles, 14 45:50; 103 miles, 14 54:08; 104 miles, 15 02:40; 105 miles, 15 12:52; 106 miles, 15 22:36; 107 miles, 15 34:53; 108 miles, 15 07:46; 109 miles, 15 55:12; 110 miles, 16 03:35; 111 miles, 16 13:13; 112 miles, 16 23:00; 113 miles, 16 36:00; 114 miles, 16 47:15; 115 miles, 16 58:30; 116 miles, 17 08:10; 117 miles, 17 17:45; 118 miles, 17 29:14, Chas. Rowell, N. Y. City, March 7, '81.

*Amateur*.—51 miles, 8 25:45; 52 miles, 8 35:45; 53 miles, 8 45:29; 54 miles, 8 55:17; 55 miles, 9 05:05; J. Saunders, Will. A. C., N. Y. city, Feb. 22, '81. 56 miles, 9 20:28; 57 miles, 9 30:02; 58 miles, 9 38:24, J. Chisholm, N. S. A. C., N. Y. city, Feb. 22, '81. 59 miles, 9 51:22; 60 miles, 10 00:12; 61

miles, 10 08:54; 62 miles, 10 17:35; 63 miles, 10 26:51; 64 miles, 10 37:50; 65 miles, 10 48:50; 66 miles, 11 05:30; 67 miles, 11 16:07; 68 miles, 11 25:35; 69 miles, 11 35:05; 70 miles, 11 44:50; 71 miles, 11 55:10; 72 miles, 12 06:15; 73 miles, 12 17:00; 74 miles, 12 31:15; 75 miles, 12 44:05; 76 miles, 12 53:48; 77 miles, 13 05:05; 78 miles, 13 15:00; 79 miles, 13 31:06; 80 miles, 13 43:00; 81 miles, 13 53:26; 82 miles, 14 07:00; 83 miles, 14 19:00; 84 miles, 14 31:00; 85 miles, 14 42:00; 86 miles, 14 64:00; 87 miles, 15 05:40; 88 miles, 15 17:00; 89 miles, 15 29:00; 90 miles, 15 42:00; 91 miles, 15 51:00; 92 miles, 16 02:00; 93 miles, 16 16:00; 94 miles, 16 29:00; 95 miles, 16 44:30; J Saunders, as above. 96 miles, 17 08:00; 97 miles, 17 40:30; 98 miles, 17 52:40; 99 miles, 18 05:00; 100 miles, 18 16:30; 101 miles, 18 32:00; 102 miles, 18 45:20; 103 miles, 19 00:00; 104 miles, 19 13:00; 105 miles, 19 26:10; 106 miles, 19 39:00; 107 miles, 19 51:45; 108 miles, 20 05:30; 109 miles, 20 21:30; 110 miles, 20 34:25; 111 miles, 20 44:25; 112 miles, 21 02:30; 113 miles, 21 17:45; 114 miles, 21 27:50; 115 miles, 22 03:05; 116 miles, 22 20:10; 117 miles, 22 29:55; 118 miles, 22 46:05, Thomas Buckley, N Y City, Feb. 22, 1881.

GREATEST DISTANCE run in one hour—11 miles 970 yards, L Bennett, (Deerfoot), London, Eng, April 3, 1863. In America: 11 miles, P Fitzgerald, N Y City, June 16, 1879.

#### AMERICAN AMATEUR RECORDS BY HOURS.

1 hour—10 miles 770 yards, W H Robertson, Brooklyn, N Y, June 5, 1880.... 2 hours, 18 miles 35 yards, J H Chisholm, Elizabeth, N J, June 8, 1880.... 3 hours, 25 miles 691 yards, J H Chisholm, N Y City, Nov. 27, 1879.... 4 hours, 29 miles, C L Mann, N Y City, April 8, 1879.... 5 hours, 32 miles 880 yards; 6 hours, 38 miles 440 yards; 7 hours, 42 miles 1,540 yards; 8 hours, 49 miles, J H Chisholm, N Y City, Feb. 22, 1881.... 9 hours, 54 miles 880 yards; 10 hours, 60 miles; 11 hours, 65 miles 1,100 yards; 12 hours, 71 miles 880 yards; 13 hours, 76 miles 660 yards; 14 hours, 81 miles 660 yards; 15 hours, 86 miles 880 yards; 16 hours, 91 miles 1,320 yards; 17 hours, 95 miles 660 yards; James Saunders, N Y City, Feb. 22, 1881.... 18 hours, 98 miles 880 yards; 19 hours, 103 miles; 20 hours, 107 miles 880

yards; 21 hours, 111 miles 1,320 yards; 22 hours, 114 miles 660 yards; 23 hours, 118 miles, T M Buckley, N Y City, Feb. 22, 1881.



## SIY-DAY GO-AS-YOU-PLEASE RACES.

### BEST ON RECORD BY HOURS.

1 hour, 9 miles, 1,395 yards; 2 hours, 18 miles 1,630 yards; 3 hours, 26 miles 1,490 yards; Geo Littlewood, N Y City, May 23, 1881. 4 hours, 33 miles 1,650 yards; 5 hours, 40 miles 1,100 yards; 6 hours, 47 miles 1,210 yards; 7 hours 54 miles 935 yards, Geo Hazael, London, April 21, 1879. 8 hours, 61 miles 880 yards; 9 hours, 68 miles 880 yards; 10 hours, 75 miles 440 yards; G Hazael, N Y City, May 9, 1881. 11 hours, 81 miles 1,100 yards, C Rowell, London, June 20, 1881. 12 hours, 86 miles 1,572 yards; 13 hours, 93 miles 1,069 yards; 14 hours, 100 miles 439 yards; 15 hours, 106 miles 1,194 yards; 16 hours, 112 miles 1,194 yards; 17 hours, 118 miles 1,194 yards; 18 hours, 124 miles 377 yards; 19 hours, 128 miles 1,257 yards; 20 hours, 134 miles; 21 hours, 139 miles; 22 hours, 143 miles 1,509 yards; 23 hours, 146 miles 251 yards; 24 hours, 146 miles 251 yards, C Rowell, London, Nov. 1, 2, 1880. 25 hours, 147 miles 175 yards; C Rowell, N Y City, March 8, 1881. 26 hours, 152 miles; 27 hours, 156 miles 1,257 yards; 28 hours, 161 miles 754 yards; 29 hours, 166 miles 1,006 yards; 30 hours, 171 miles 1,006 yards; 31 hours, 177 miles; 32 hours, 182 miles; 33 hours, 187 miles; 34 hours, 194 miles 1,509 yards; 35 hours, 195 miles 1,509 yards; 36 hours, 201 miles 880 yards; 37 hours, 205 miles 1,383 yards; 38 hours, 210 miles 1,006 yards; 39 hours, 215 miles 439 yards; 40 hours, 219 miles 1,509 yards; 41 hours, 224 miles 1,006 yards; 42 hours, 228 miles 1,320 yards; 43 hours, 233 miles 63 yards; 44 hours, 237 miles 754 yards; 45 hours, 241 miles 1,257 yards; 46 hours, 245 miles 1,635 yards; 47 hours, 248 miles 754 yards; 48 hours, 248 miles, 754 yards; 50 hours, 248 miles 754 yards; 51 hours, 252 miles 1,257 yards; 52 hours, 257 miles 503 yards; 53 hours, 261 miles 1,006 yards; 54



hours, 266 miles 1,006 yards; 55 hours, 271 miles 503 yards; 56 hours, 275 miles 1,509 yards; 57 hours, 280 miles 1,006 yards; 58 hours, 284 miles 1,509 yards; 59 hours, 288 miles 754 yards; 60 hours, 293 miles 1,509 yards; 61 hours, 299 miles 503 yards; 62 hours, 304 miles 126 yards; 63 hours, 309 miles 63 yards; 64 hours, 313 miles 1,194 yards; 65 hours, 316 miles 1,257 yards; 66 hours, 321 miles 566 yards; 67 hours, 325 miles 1,572 yards; 68 hours, 330 miles 1,006 yards; 69 hours, 335 miles; 70 hours, 339 miles 754 yards; 71 hours, 340 miles; 72 hours, 340 miles; 73 hours, 340 miles; 74 hours, 342 miles 1,509 yards; 75 hours, 343 miles 1,006 yards; C Rowell, London, Nov. 2-4, 1880. 76 hours, 343 miles 1,320 yards; 77 hours, 347 miles 1,540 yards; 78 hours, 352 miles 220 yards; 79 hours, 357 miles 440 yards; 80 hours, 361 miles 220 yards; 81 hours, 365 miles 1,540 yards; 82 hours, 370 miles 660 yards; 83 hours, 375 miles 1,100 yards; 84 hours, 380 miles 1,100 yards; 85 hours, 385 miles; 86 hours, 391 miles; 87 hours, 395 miles; 88 hours, 400 miles, 440 yards; 89 hours, 405 miles 220 yards; 90 hours, 410 miles; 91 hours, 410 miles 440 yards; 92 hours, 415 miles 1,320 yards; 93 hours, 420 miles 165 yards; 94 hours, 420 miles 165 yards; 95 hours, 424 miles 660 yards; 96 hours, 428 miles 1,270 yards; 97 hours, 430 miles 165 yards; 98 hours, 430 miles 165 yards; 99 hours, 434 miles 660 yards; 100 hours, 440 miles 220 yards; 101 hours, 445 miles; 102 hours, 449 miles 440 yards; 103 hours, 453 miles 220 yards; 104 hours, 458 miles 660 yards; 105 hours, 463 miles 660 yards; 106 hours, 468 miles 1,320 yards; 107 hours, 473 minutes 880 yards; 108 hours, 475 miles 880 yards; 109 hours, 480 miles 1,320 yards; 110 hours, 485 miles; 111 hours, 488 miles; 112 hours, 494 miles 220 yards; 113 hours, 498 miles, 1,320 yards; 114 hours, 500 miles 220 yards; 115 hours, 503 miles 1,100 yards; 116 hours, 508 1,500 yards; 117 hours, 513 miles; 118 hours, 514 miles 440

yards; 119 hours, 518 miles 1,100 yards; 120 hours, 521 miles 165 yards; 121 hours, 525 miles; 122 hours, 525 miles 220 yards; 123 hours, 530 miles; 124 hours, 533 miles 1,320 yards; 125 hours, 535 miles; 126 hours, 538 miles 1,100 yards; 127 hours, 542 miles; 128 hours, 545 miles; 129 hours, 548 miles 1,100 yards; 130 hours, 551 miles 440 yards; 131 hours, 554 miles 660 yards; 132 hours, 557 miles 660 yards; 133 hours, 560 miles 220 yards; 134 hours, 564 miles 1,320 yards; 135 hours, 567 miles 1,320 yards; 136 hours, 570 miles; 137 hours, 572 miles 440 yards; 138 hours, 575 miles; 139 hours, 577 miles 1,320 yards; 140 hours, 578 miles; 141 hours, 578 miles 605 yards; 142 hours, 578 miles 605 yards, Robert Vint, N Y City, May 26-28, 1881.

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#### BEST IN AMERICA.

1 hour, 9 miles 1,395 yards; 2 hours, 18 miles 1,630 yards; 3 hours, 26 miles 1,490 yards, G Littlewood, N Y City, May 23, 1881. 4 hours, 32 miles 1,320 yards, G Hazael, N Y City, May 23, 1881. 5 hours, 39 miles 220 yards; 6 hours, 46 miles; 7 hours, 53 miles; 8 hours, 61 miles 880 yards; 9 hours, 68 miles 880 yards; 10 hours, 75 miles, 440 yards, G Hazael, N Y City, May 9, 1881. 11 hours, 80 miles 440 yards; 12 hours, 86 miles 1,320 yards; 13 hours, 92 miles 1,540 yards; 14 hours, 99 miles 660 yards; 15 hours, 103 miles 880 yards; 16 hours, 109 miles 880 yards; 17 hours, 115 miles 660 yards; 18 hours, 120 miles 880 yards; 19 hours, 125 miles 1,540 yards; 20 hours, 130 miles 1,540 yards; 21 hours, 136 miles; 22 hours, 136 miles 1,100 yards; 23 hours, 139 miles 880 yards; 24 hours, 144 miles 660 yards; 25 hours 147 miles 175 yards; 26 hours, 147 miles 175 yards; 27 hours, 147 miles 175 yards; 28 hours, 147 miles 175 yards; 29 hours, 150 miles 1,540 yards, Charles Rowell, N Y City, March 7, 8, 1881. 30 hours, 153 miles 880 yards; 31 hours,

157 miles 660 yards; 32 hours, 163 miles 220 yards, John Hughes, N Y City, May 23, 24, 1881. 33 hours, 166 miles 1,540 yards, John Hughes, N Y City, Jan. 25, 1881; 34 hours, 171 miles 440 yards, John Hughes, N Y City, May 23, 24, 1881. 35 hours, 174 miles 1,540 yards; 36 hours, 180 miles 660 yards; 37 hours, 184 miles 1,100 yards; 38 hours, 189 miles 1,540 yards; 39 hours, 194 miles 880 yards; 40 hours, 199 miles 1,100 yards, R. Vint, N Y City, May 24, 1881. 41 hours, 206 miles 660 yards; 42 hours, 208 miles; 43 hours, 212 miles 1,320 yards; 44 hours, 217 miles 1,540 yards; 45 hours, 222 miles 1,320 yards; 46 hours, 227 miles 1,320 yards; 47 hours, 232 miles 660 yards; 48 hours, 235 miles 165 yards; 49 hours, 235 miles 165 yards, P J Panchot, N Y City, March 1, 1881. 50 hours, 235 miles 165 yards, John Hughes, N Y City, Jan 26, 1881, and P. J. Panchot, N Y City, March 2, 1881. 51 hours, 238 miles 880 yards; 52 hours, 242 miles 1,540 yards; 53 hours, 248 miles 880 yards; 54 hours, 252 miles 1,320 yards; 55 hours, 257 miles 1,320 yards; 56 hours, 263 miles 660 yards; 57 hours, 268 miles 220 yards; 58 hours, 273 miles 220 yards; 59 hours, 277 miles 1,540 yards; 60 hours, 283 miles 880 yards; 61 hours, 287 miles 220 yards; 62 hours, 293 miles 660 yards; 63 hours, 297 miles 440 yards; 64 hours, 301 miles 440 yards; 65 hours, 306 miles 1,540 yards; 66 hours, 310 miles 1,320 yards; 67 hours, 315 miles 880 yards; 68 hours, 320 miles; 69 hours, 320 miles 220 yards; 70 hours, 325 miles; 71 hours, 329 miles 1,100 yards; 72 hours, 334 miles 1,640 yards; 73 hours, 335 miles 165 yards; 74 hours, 335 miles 165 yards; 75 hours, 338 miles 660 yards and 76 to 142 hours (See Best on Record by Hours), R. Vint, N Y City, May 25-28, 1881.

## 72-HOUR RACES—12 HOURS DAILY.

Greatest distance traveled, go-as-you-please, in 12 hours—79 miles 1,005 yards, G Mason, London, Eng, Sept. 6, 1880. In America: 78 miles 1,280 yards, John Dobler, Buffalo, N Y, Aug. 9, 1880....24 hours—150 miles 800 yards, John Dobler, Buffalo, N Y, Aug. 10, 1880. In Great Britain: 144 miles 1,508 yards, G Littlewood, London, Sept. 6-7, 1880....36 hours—216 miles 1,280 yards, John Dobler, Buffalo, N Y, Aug. 9-11, 1880. In Great Britain: 216 miles 1,005 yards, G Littlewood, London, Sept. 6-8, 1880....48 hours—284 miles 1,508 yards, G Littlewood, London, Sept. 6-9, 1880. In America: 282 miles 320 yards, John Dobler, Buffalo, N Y, Aug. 9-12, 1880....60 hours—349 miles 1,120 yards, John Dobler, Buffalo, N Y, Aug. 9-13, 1880. In Great Britain: 349 miles 251 yards, G Littlewood, London, Sept. 6-10, 1880....72 hours—414 miles, John Dobler, Buffalo, N Y, Aug. 9-14, 1880. In Great Britain: 404 miles, G Littlewood, London, Sept. 6-11, 1880.

Greatest distance traveled on the first day—79 miles 1,005 yards, G Mason, London, England, Sept. 6, 1880. In America: 78 miles, 1,280 yards, John Dobler, Buffalo, August 9, 1880....Second day—74 miles, 1,712 yards, Cartwright, Birmingham, England, Sept. 28, 1880. In America: 71 miles 8 laps; C Faber, Buffalo, N Y, April 27, 1880, and John Dobler, Buffalo, Aug. 10, 1880....Third day—71 miles, 1,440 yards, J Hourihan, Buffalo, N Y, Aug. 11, 1880. In Great Britain: 71 miles, 1,257 yards, G Littlewood, London, Sept. 8, 1880....Fourth day—71 miles 176 yards, G D Noremac, Birmingham, England, Sept. 30, 1880. In America: 70 miles, 5 yards, J Hourihan, Buffalo, N Y, Aug. 12, 1880....Fifth day—79 miles, 244 yards, G D Noremac, Dundee, Scotland, June 11, 1880. In Ameri-

ca: 72 miles, 160 yards, P J Panchot, Buffalo, N Y, April 30, 1880, and J Cox, Buffalo, Aug. 13, 1880....Sixth day—64 miles, 1,120 yards, P J Panchot, Buffalo, N Y, May 1, 1880. (64 miles, 1,210 yards, Robert Vint, sixth day of an 84-hour contest, 12 hours per day, Cincinnati, Ohio, Feb. 21, 1880.)

84-hour races—In America: 12 hours daily—432 miles, 550 yards, Robert Vint, Cincinnati, O., Feb. 16-22, 1880....In England: 14 hours daily—405 miles, 5 laps, Samuel Day, Birmingham, Oct. 6-11, 1879.

### WALKING.

Amateur performances are designated by a \*

- 1 mile—In England: 6:23, W Perkins, London, June 1, 1874; \*6:39, E E Merrill, U A C, of Boston, Mass., Lewes, July 13, 1881; by an Englishman, 6:48, Thomas Griffiths, S E A C, Leeds, Aug. 6, 1870. [H Webster was credited with walking the distance in 6:36, at Stoke Victoria, Aug. 4, 1880; but, as his mode of progression was in violation of the rules of fair walking, the performance is rejected.] In America: \*6:32 2-5, E E Merrill, Mott Haven, N Y, July 5, 1880; 7:00, D A Driscoll, West Brighton, Coney Island, July 2, 1881.
- 2 miles—In England: 13:30, William Perkins, London, June 1, 1874; \*13:54 4-5, H Webster, Preston, July 12, 1879. In America: \*14:02, Thomas H Armstrong, H A C, N Y City, Sept. 21, 1878; 14:39 1-2, D A Driscoll, N Y City, Feb. 1, 1881.
- 3 miles—In England: 20:47, W Perkins, London, June 1, 1874; \*21:28, H Webster, Southport, Aug. 14, 1880. In America: \*21:42, T H Armstrong, N Y City, Sept. 14, 1878; 22:08, D A Driscoll, N Y City, Feb. 1, 1881.
- 4 miles—In England: 28:51 1-2, W Griffin, London, Oct 4, 1881;



- \*29:39, H Webster, London, April 7, 1879. In America: \*29:40 4-5, T H Armstrong, N Y City, Nov. 6, 1877; 29:28, G Topley, N Y City, June 1, 1868.
- 5 miles—In England: 36:18, W Griffin, London, Oct. 4, 1881; \*37:22, H Webster, London, April 7, 1879. In America: 37:55, D A Driscoll, N Y City, Feb. 1, 1881; \*38:00 5-8, W H Purdy, Man. A C, N Y City, May 22, 1880.
- 6 miles—In England: 43:47 1-2, W Griffin, London, Oct. 4, 1881; \*45:04, H Webster, London, April 7, 1879. In America: \*45:28, E E Merrill, Boston, Mass., Oct. 5, 1880; 45:42, D A Driscoll, N Y City, Feb. 1, 1881.
- 7 miles—In England: 51:29, W Griffin, London, Oct. 4, 1881; \*52:34, H Webster, London, April 7, 1879. In America: 53:40 1-2, D A Driscoll, N Y City, Feb. 1, 1881; \*54:07, E E Merrill, Boston, Mass., Oct. 5, 1880.
- 8 miles—In England: 59:05, W Perkins, London, Sept. 20, 1875; \*1 07:05, W E N Coston, S A A C, London, Dec. 26, 1880. In America: 1 01:28, D A Driscoll, N Y City, Feb. 1, 1881; \*1 02:08 1-2, J B Clark, E C A C, N Y City, Sept. 8, 1880.
- 9 miles—In England: 1 08:07 2-5, W Perkins, London, July 16, 1877; \*1 16:00, W E N Coston, S A A C, London, Dec. 26, 1880. In America: 1 09:31 1-2, D A Driscoll, N Y City, Feb. 1, 1881; 1 10:08, E E Merrill, Boston, Mass., Oct. 5, 1880.
- 10 to 15 miles—IN ENGLAND: *Professional*—10 miles, 1 15:52-1-2, T Smith, London, May 3, 1880; 11 miles, 1 23:49, W Perkins, London, July 16, 1877, and T Smith, London, May 3, 1880; 12 miles, 1 31:42 2-5; 13 miles, 1 39:42 1-5; 14 miles, 1 47:53, W Perkins, London, July 16, 1877; 15 miles, 1 56:10 1-2, H Thatcher, London, May 3, 1880.
- Amateur*—10 miles, 1 25:08; 11 miles, 1 34:01; 12 miles, 1 43:00; 13 miles, 1 52:00; 14 miles, 2 01:08; 15 miles, 2 10:30, W E N Coston, S A A C, London, Dec. 26, 1880.

IN AMERICA: *Professional*—10 miles, 1 17:53 1-2; 11 miles, 1 26:17 1 2; 12 miles, 1 34:56; 13 miles, 1 43:44; 14 miles, 1 52:16 1-2; 15 miles, 2 01:20, D A Driscoll, N Y City, Feb. 1, 1881.

*Amateur*—\*10 miles, 1 17:40 3-4, E E Merrill, Boston, Mass., Oct. 5, 1880; 11 miles, 1 36:32; 12 miles, 1 45:57; 13 miles, 1 55:25; 14 miles, 2 05:06; 15 miles, 2 14:44, Wm. O'Keefe, Man. A C, Brooklyn, N Y, Dec. 31, 1880.

16 to 50 miles—IN ENGLAND—*Professional*: 16 miles, 2 04:35 1-5; 17 miles, 2 13:11 2-5; 18 miles, 2 21:55 4 5; 19 miles, 2 30:45 1-5; 20 miles, 2 39:57; 21 miles, 2 49:18; 22 miles, 2 58:52, W. Perkins, London, July 16, 1877. 23 miles, 3 20:39; 24 miles, 3 30:58; 25 miles, 3 42:16, J. Smith, London, Nov. 10, 1851. 26 miles, 3 54:18; 27 miles, 4 04:07; 28 miles, 4 14:08; 29 miles, 4 24:20; 30 miles, 4 34:54; 31 miles, 4 45:15; 32 miles, 4 55:32; 33 miles, 5 05:25; 34 miles, 5 14:52; 35 miles, 5 24:37; 36 miles, 5 34:40; 37 miles, 5 45:00; 38 miles, 5 55:25; 39 miles, 6 06:02; 40 miles, 6 16:50; 41 miles, 6 27:40; 42 miles, 6 38:22; 43 miles, 6 49:02; 44 miles, 6 58:17; 45 miles, 7 07:25; 46 miles, 7 17:13; 47 miles, 7 27:36; 48 miles, 7 37:38; 49 miles, 7 47:45; 50 miles, 7 57:44, William Howes, London, March 30, 1878.

*Amateur*.—16 miles, 2 20:22; 17 miles, 2 29:39; 18 miles, 2 39:50; 19 miles, 2 50:10; 20 miles, 3 00:09; 21 miles, 3 10:20; 22 miles, 3 21:17; 23 miles, 3 31:55; 24 miles, 3 42:35; 25 miles, 3 53:35; 26 miles, 4 04:08; 27 miles, 4 05:25; 28 miles, 4 25:56; 29 miles, 4 35:55; 30 miles, 4 46:52, W. E. N. Costen, London, Dec. 26, 1880. 31 miles, 5 02:36; 32 miles, 5 13:38; 33 miles, 5 24:27; 34 miles, 5 35:07; 35 miles, 5 45:30; 36 miles, 5 55:55; 37 miles, 6 06:29; 38 miles, 6 17:11; 39 miles, 6 27:32; 40 miles, 6 38:03; 41 miles, 6 48:39; 42 miles, 6 59:58; 43 miles, 7 10:20; 44 miles, 7 21:45; 45 miles, 7 31:28; 46 miles, 7 41:59; 47 miles, 7 53:08; 48 miles, 8 04:08; 49 miles, 8 15:45;

50 miles, 8 25:25½, A. W. Sinclair, London, Nov. 14, 1879. [J. Worrall was credited with the best record at from 20 to 25 miles, inclusive; but the fact that money prizes were competed for was not known at the time.]

IN AMERICA: *Professional*.—16 miles, 2 11:06½; 17 miles, 2 21:15, D. A. Driscoll, N. Y. city, Feb. 1, 1881. 18 miles, 2 31:26; 19 miles, 2 41:26; 20 miles, 2 52:04; 21 miles, 3 03:22, T. H. Armstrong, N. Y. city, May 8, 1880. 22 miles, 3 12:10; 23 miles, 3 31:49, D. A. Driscoll, N. Y. city, Feb. 1, 1881. 24 miles, 3 34:35, T. H. Armstrong, as above. 25 miles, 3 43:45, E. C. Holske, N. Y. city, May 8, 1880. 26 miles, 4 05:06; 27 miles, 4 17:06; 28 miles, 4 29:01; 29 miles, 4 40:31; 30 miles, 4 51:49; 31 miles, 5 02:34; 32 miles, 5 13:34; 33 miles, 5 22:54; 34 miles, 5 32:44; 35 miles, 5 44:24; 36 miles, 5 56:04; 37 miles, 6 08:09; 38 miles, 6 19:59; 39 miles, 6 31:04; 40 miles, 6 42:19; 41 miles, 6 52:04; 42 miles, 7 03:49; 43 miles, 7 15:34; 44 miles, 7 27:34; 45 miles, 7 40:39; 46 miles, 7 53:04; 47 miles, 8 04:19; 48 miles, 8 14:19; 49 miles, 8 26:04; 50 miles, 8 35:09, E. C. Holske, Bangor, Me., Feb. 6, 1879.

*Amateur*.—16 miles, 2 24:46; 17 miles, 2 35:39, William O'Keefe, Man. A C, Brooklyn, N Y, Dec. 31, 1880. 18 miles, 2 46:07, T H Smith, N Y City, Dec. 5, 1879. 19 miles, 2 57:49; 20 miles, 3 08:10; 21 miles, 3 18:55; 22 miles, 3 29:55; 23 miles, 3 41:50; 24 miles, 3 53:13; 25 miles, 4 03:35, J B Clark, N Y City, Dec. 5, 1879. 26 miles, 4 49:09; 27 miles, 5 00:19; 28 miles, 5 11:09; 29 miles, 5 22:19, F J Mott, H A C, N Y City, Oct. 7, 1878. 30 miles, 5 33:08; 31 miles, 5 44:19; 32 miles, 5 56:40; 33 miles, 6 08:38; 34 miles, 6 20:05; 35 miles, 6 31:27; 36 miles, 6 43:18; 37 miles, 6 54:35; 38 miles, 7 04:53; 39 miles, 7 15:08; 40 miles, 7 25:41; 41 miles, 7 39:33; 42 miles, 7 51:14; 43 miles, 8 02:50; 44 miles, 8 14:57; 45 miles, 8 27:16; 46 miles, 8 42:52; 47 miles, 8 55:00, T H Armstrong,

H A C, N Y City, Oct. 7, 1878. 48 miles, 9 07:25; 49 miles, 9 17:20; 50 miles, 9 29:29, G B Gillie, S A A C, N Y City, May 10, 11, 1878.

51 to 100 miles—IN ENGLAND: *Professional*—51 miles, 8 46:37; 52 miles, 8 57:22; 53 miles, 9 07:45; 54 miles, 9 18:03; 55 miles, 9 28:52; 56 miles, 9 39:25; 57 miles, 9 50:17; 58 miles, 10 01:46; 59 miles, 10 11:40; 60 miles, 10 23:54, W Howes, London, July 12, 1879. 61 miles, 10 35:50; 62 miles, 10 45:40; 63 miles, 10 56:10; 64 miles, 11 07:00, Owen Hancock, London, July 12, 1879. 65 miles, 11 19:28; 66 miles, 11 30:00; 67 miles, 11 40:12; 68 miles, 11 50:32; 69 miles, 12 01:04; 70 miles, 12 12:43; 71 miles, 12 23:20; 72 miles, 12 34:02; 73 miles, 12 45:30; 74 miles, 12 56:13; 75 miles, 13 07:27; 76 miles, 13 18:00; 77 miles, 13 29:23; 78 miles, 13 40:15; 79 miles, 13 51:14; 80 miles, 14 01:53; 81 miles, 14 15:28; 82 miles, 14 26:49; 83 miles, 14 38:04; 84 miles, 14 49:57; 85 miles, 15 01:35; 86 miles, 15 13:05; 87 miles, 15 23:21; 88 miles, 15 35:02; 89 miles, 15 47:16; 90 miles, 15 59:10; 91 miles, 16 11:40; 92 miles, 16 24:31; 93 miles, 16 38:45; 94 miles, 16 51:03; 95 miles, 17 03:57; 96 miles, 17 17:02; 97 miles, 17 30:22; 98 miles, 17 41:30; 99 miles, 17 54:59; 100 miles, 18 08:15, William Howes, London, May 15, 1880.

*Amateur*—51 miles, 9 08:26; 52 miles, 9 39:43; 53 miles, 9 50:39; 54 miles, 10 01:55; 55 miles, 10 13:40; 56 miles, 10 25:05; 57 miles, 10 36:35; 58 miles, 10 48:00; 59 miles, 10 59:33; 60 miles, 11 11:10; 61 miles, 11 23:00; 62 miles, 11 35:37; 63 miles, 11 47:13; 64 miles, 11 59:00; 65 miles, 12 10:35; 66 miles, 12 22:35; 67 miles, 12 35:02; 68 miles, 12 47:27; 69 miles, 12 59:35; 70 miles, 13 11:15; 71 miles, 13 23:15; 72 miles, 13 35:00; 73 miles, 13 46:30; 74 miles, 13 58:00; 75 miles, 14 10:00; 76 miles, 14 21:40; 77 miles, 14 33:32; 78 miles, 14 45:36; 79 miles, 14 57:29; 80 miles, 15 09:16; 81 miles, 15 46:55; 82 miles, 15 58:35; 83 miles, 16 10:28; 84

miles, 16 22:43; 85 miles, 16 34:57; 86 miles, 16 47:08; 87 miles, 17 00:14; 88 miles, 17 13:00; 89 miles, 17 25:22; 90 miles, 17 37:51; 91 miles, 17 50:24; 92 miles, 18 02:52; 93 miles, 18 15:23; 94 miles, 18 27:30; 95 miles, 18 39:23; 96 miles, 18 52:27; 97 miles, 19 05:05; 98 miles, 19 17:48; 99 miles, 19 30:37; 100 miles, 19 41:50, A. W. Sinclair, London, Aug. 26, 27, 1881.†

IN AMERICA: *Professional*—51 miles, 8 53:19; 52 miles, 9 04:24; 53 miles, 9 16:07; 54 miles, 9 30:58; 55 miles, 9 42:01; 56 miles, 9 53:03; 57 miles, 10 04:01; 58 miles, 10 19:34; 59 miles, 10 30:36; 60 miles, 10 41:38; 61 miles, 10 52:56, Daniel O'Leary, Chicago, Ill., Nov. 10, 1877; 62 miles, 11 07:18; 63 miles, 11 19:41; 64 miles, 11 29:50; 65 miles, 11 40:13; 66 miles, 11 50:28; 67 miles, 12 00:44; 68 miles, 12 11:04; 69 miles, 12 22:10; 70 miles, 12 32:31; 71 miles, 12 43:23; 72 miles, 12 53:53; 73 miles, 13 04:37; 74 miles, 13 15:17; 75 miles, 13 25:44; 76 miles, 13 37:26; 77 miles, 13 55:05; 78 miles, 14 20:30; 79 miles, 14 34:40; 80 miles, 14 49:50; 81 miles, 15 03:53; 82 miles, 15 20:59; 83 miles, 15 33:05; 84 miles, 15 46:24; 85 miles, 15 56:28; 86 miles, 16 07:45; 87 miles, 16 17:49; 88 miles, 16 27:53; 89 miles, 16 38:11; 90 miles, 16 49:18; 91 miles, 17 00:36; 92 miles, 17 17:57; 93 miles, 17 30:05; 94 miles, 17 42:15; 95 miles, 17 55:25; 96 miles, 18 06:42; 97 miles, 18 18:00; 98 miles, 18 31:18; 99 miles, 18 42:15; 100 miles, 18 53:40, D. O'Leary, Chicago, Ill., Oct. 16, 1875.

*Amateur*.—51 miles, 10 00:57; 52 miles, 10 11:55; 53 miles, 10 23:35; 54 miles, 10 35:27; 55 miles, 10 47:05; 56 miles, 10 59:10; 57 miles, 11 11:25; 58 miles, 11 23:41; 59 miles, 11 36:12; 60 miles, 11 48:53; 61 miles, 12 01:33; 62 miles, 12 14:30; 63 miles, 12 27:40; 64 miles, 12 41:23; 65 miles, 12 54:48; 66 miles, 13 06:24; 67 miles, 13 19:07; 68 miles, 13 21:13; 69 miles, 13 44:45; 70 miles, 13 57:40; 71 miles, 14 10:37; 72



71 miles, 14 23:42; 73 miles, 14 36:15; 74 miles, 14 48:36; 75 miles, 15 00:15; 76 miles, 15 44:25; 77 miles, 15 56:26; 78 miles, 16 09:08; 79 miles, 16 22:18; 80 miles, 16 35:35; 81 miles, 16 49:03; 82 miles, 17 02:18; 83 miles, 17 16:03; 84 miles, 17 29:13; 85 miles, 17 42:27; 86 miles, 17 55:38; 87 miles, 18 08:22; 88 miles, 18 21:24; 89 miles, 18 34:40; 90 miles, 18 48:00; 91 miles, 19 00:48; 92 miles, 19 13:46; 93 miles, 19 26:55; 94 miles, 19 40:30; 95 miles, 19 53:43; 96 miles, 20 07:05; 97 miles, 20 20:31; 98 miles, 20 34:06; 99 miles, 20 47:43; 100 miles, 21 00:42; G. B. Gillie, S. A. A. C., N. Y. city, May 10-11, 1878.‡

‡Sinclair's time for the following miles, made on same date, are also the best on record by an amateur: 101 miles, 19 53:56; 102 miles, 20 08:58; 103 miles, 20 20:35; 104 miles, 22 32:22; 105 miles, 20 44:20; 106 miles, 20 56:18; 107 miles, 21 08:25; 108 miles, 21 21:14; 109 miles, 21 34:20; 110 miles, 21 46:25; 111 miles, 21 58:45; 112 miles, 22 10:45; 113 miles, 22 23:16; 114 miles, 22 36:14; 115 miles, 22 48:16; 116 miles, 23 00:43; 117 miles, 23 13:32; 118 miles, 23 26:43; 119 miles, 23 39:46; 120 miles, 23 53:03.

‡Gillie's time for the following miles, made on same date, are also the best by an amateur in America: 101 miles, 21 13:31; 102 miles, 21 26:57; 103 miles, 21 42:23; 104 miles, 21 56:40; 105 miles, 22 11:10; 106 miles, 22 26:16; 107 miles, 22 40:44; 108 miles, 22 55:48; 108 miles 977 yards, 23 04:00.

#### BEST PERFORMANCES BY HOURS.

1 hour—In England: 8 miles 172 yards, W Griffin, London, October 4, 1881. In America: 7 miles 1,430 yards, D A Driscoll, N Y City, February 1, 1881. \*7 miles 1,318 yards, J B Clark, N Y City, September 8, 1880.

2 hours—In England: 15 miles 824 yards, Wm. Perkins, London, July 16, 1877. In America: 14 miles 1,320 yards, D

A Driscoll, N Y City, February 1, 1881. \*13 miles 990 yards, W O'Keefe, Brooklyn, N Y, December 31, 1880.

3 hours—In England: 23 miles 206 yards, Wm Perkins, London, July 16, 1877.

12 hours—In England: 63 miles and about 1,590 yards, Wm Howes, London, May 15, 1880. In America: 66 miles 1,196 yards, A Almstead, Pittsburg, Pa., June 28, 1880.

24 hours—In England: 127 miles 1,210 yards, Wm Howes, London, February 23, 1878.

#### 72 HOURS RACES—12 HOURS DAILY.

Greatest distance walked in 12 hours—66 miles 1,196 yards. A Olmstead, Pittsburg, Pa., June 28, 1880. In Great Britain: 64 miles 913 yards, George Parry, Aberdeen, Scotland, February 9, 1880....24 hours—130 miles 1,297 yards, Chris. Faber, Pittsburg, Pa., June 28, 29, 1880. In Great Britain: 126 miles 297 yards, George Parry, Aberdeen, Scotland, February 9, 10, 1880....36 hours—189 miles 960 yards, George Guyon, Buffalo, N Y, May 31-June 2, 1880. In Great Britain: 187 miles 1,342 yards, George Parry, Aberdeen, Scotland, February 9-11, 1880....48 hours—249 miles 370 yards, Chris. Faber, Pittsburg, Pa., June 28, July 1, 1880. In Great Britain: 248 miles 407 yards, George Parry, Aberdeen, Scotland, February 9-12, 1880....60 hours—307 miles 1,352 yards, Chris. Faber, Pittsburg, Pa., June 28-July 2, 1880. In Great Britain: 306 miles 237 yards, George Parry, Aberdeen, Scotland, February 9-13, 1880....72 hours—363 miles, Chris. Faber, Pittsburg, Pa., June 28-July 3, 1880. In Great Britain: 350 miles 423½ yards, George Parry, Aberdeen, Scotland, February 9-14, 1880.

Greatest distance walked on the first day—66 miles, 1,196 yards, A Olmstead, Pittsburg, Pa., June 28, 1880....Second day—64 miles, 185 yards, Chris. Faber, Pittsburg, Pa.,

June 29, 1880....Third day—61 miles, 1,045 yards, George Parry, Aberdeen, Scotland, February 11, 1880....Fourth day—62 miles, 800 yards, F Krohne, Buffalo, N Y, June 3, 1880....Fifth day—60 miles, 160 yards, F Krohne, Buffalo, N Y, June 4, 1880....Sixth day—55 miles, 741 yards, Chris Faber, Pittsburg, Pa, July 3, 1880.

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1,500 miles in 1,000 consecutive hours (a mile and a half every hour, starting at the commencement of the hour)—William Gale, London, England, August 26—October 6, 1877.

1,977 1-2 miles in 1,000 hours (consecutive), over country roads, resting on Sundays—E P Weston, in an attempt to walk 2,000 miles in 1,000 hours; started from Windsor, London, England, January 18, 1879.

2,280 miles in 912 hours (consecutive), walking 1,100 yards, each and every fifteen minutes (two miles and a half each hour), Wm. Gale; concluding at Bradford, England, May 14, 1879.

4,000 quarter miles in 4,000 consecutive periods of ten minutes each—Wm. Gale, London, England, Oct. 20—Nov. 17, 1877.



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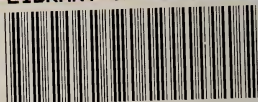
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